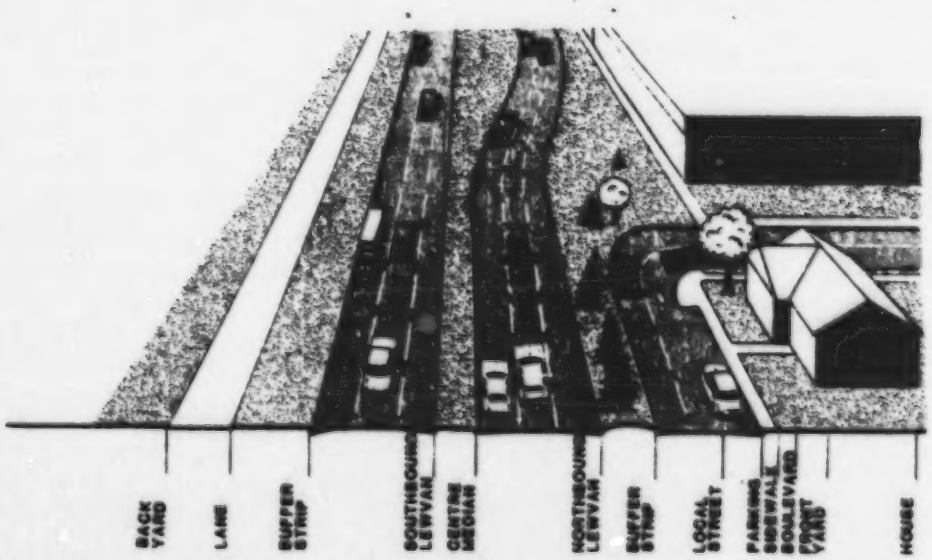
a study of the

300 – 500 BLOCKS PASQUA STREET

CITY OF REGINA PLANNING DEPARTMENT JUNE 1985



A STUDY OF THE
300 TO 500 BLOCKS OF PASQUA STREET.

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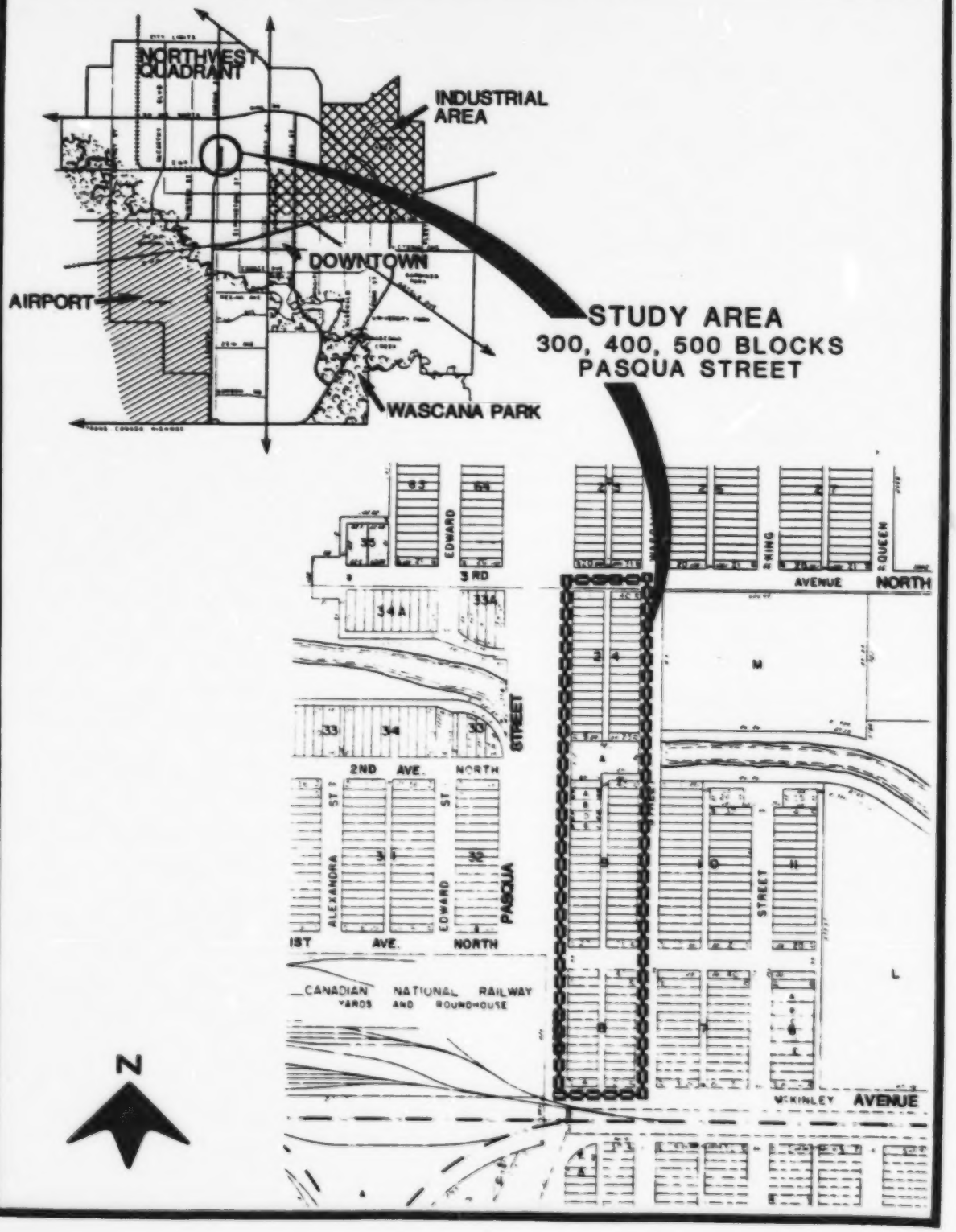
CONTENTS

	Page
1.0 INTRODUCTION	
1.1 Purpose	1
1.2 Background	2
2.0 DEVELOPMENT CHARACTERISTICS	
2.1 Land Use	4
2.2 Traffic and Parking	5
2.3 Zoning	7
3.0 ISSUES	
3.1 Neighbourhood Impact	8
3.2 Demand for Commercial Development	9
3.3 Lewvan Development	10
3.4 Community Interest	11
3.5 Other Existing Policies	13
4.0 DEVELOPMENT OPTIONS	
4.1 Zoning	15
4.2 Road Configuration	18
4.3 Property Acquisition	19
5.0 CONCLUSIONS AND RECOMMENDATIONS	
5.1 Conclusions	21
5.2 Recommendations	22

MAP 1 LOCATION OF THE STUDY AREA



1.0 INTRODUCTION

The 300-500 blocks of Pasqua Street comprise the edge of a low density post-war residential neighbourhood abutting a major arterial thoroughfare. Pasqua Street in this area forms a continuation of Lewvan Drive which is a major arterial route serving the rapidly growing Northwest Sector of the city. The large traffic volumes on Pasqua Street are putting a substantial strain on the long term residential viability of the properties abutting it in the study area. To the south of the study area, landscaped buffers and service streets insulate most of the abutting properties from the effects of traffic noise and conflict. However, adjacent to the study area the roadway follows the original Pasqua Street alignment and there is little separation between the houses and the thoroughfare (see Map 1). The current proposal for Lewvan Drive development in this area, to be undertaken when the CNR yards are relocated, is for the northbound lanes of the expressway to continue to follow the Pasqua Street alignment and abut the residential properties.

The problems of noise and traffic conflicts have diminished the desirability of this area as a place to live. A high proportion of the housing is being turned over to the rental market and interest has recently been expressed in commercial development. The future of the area is uncertain and this uncertainty is being reflected in the declining maintenance of many properties.

1.1 Purpose:

The overall purpose of this study is to identify an appropriate course of action for the City to take in response to the changes which the study area is undergoing. As will be discussed in Section 1.2, Council has requested advice on one possible course of action - undertaking commercial rezoning to permit commercial redevelopment of that portion of the study area which fronts onto Pasqua Street. There

MAP 2 GENERAL LAND USE

are several additional development options which have been considered in the study. These address other zoning designations, amending the design of Lewvan Drive and the acquisition of land.

The specific purposes of the study are to:

a) review the existing development characteristics of the area - land use, traffic, and zoning;

b) discuss the issues resulting from the changing nature of the area;

c) identify development options designed to stabilize the area and encourage the most appropriate use of these properties;

d) make recommendations to Council for specific actions.

1.2 Background:

At its meeting of December 10, 1984, City Council instructed the Administration to undertake a study of the east side of the 300, 400 and 500 blocks of Pasqua Street (see Map 1). The properties in the study area consist primarily of detached dwellings, and all are zoned R3-Residential Older Neighbourhood. The study was to consider the feasibility of commercial zoning of these properties relative to a number of concerns which were identified regarding the demand for commercial development; the impact commercial rezoning would have on adjacent land uses and tax assessment in the area; suitability of the site for commercial development in view of the limits on access from Lewvan Drive; the precedent this may set for future commercial rezonings; and the implications of the Neighbourhood Commercial and MAC studies and the CNR redevelopment scheme.

The study was initiated by Council in response to a specific request for approval to develop a confectionery store at 361-363 Pasqua Street,

FIGURE 1
PROPOSED LEWVAN DESIGN

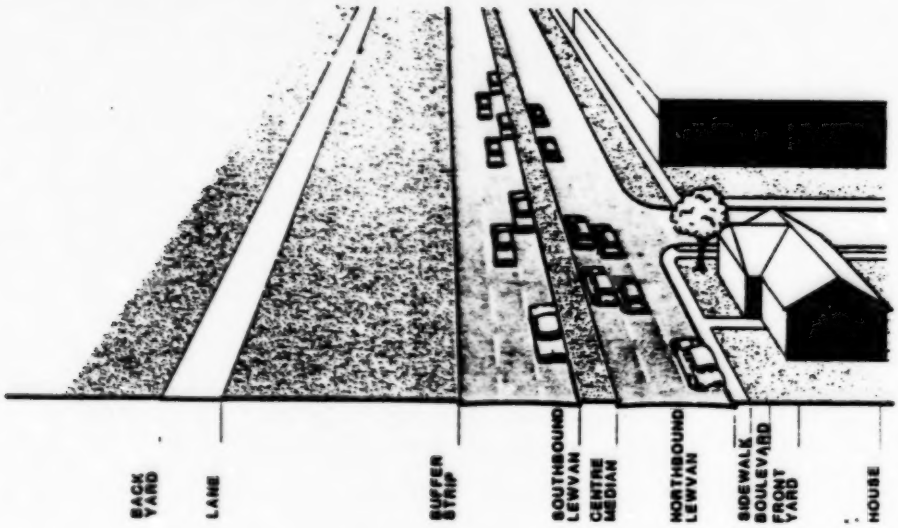
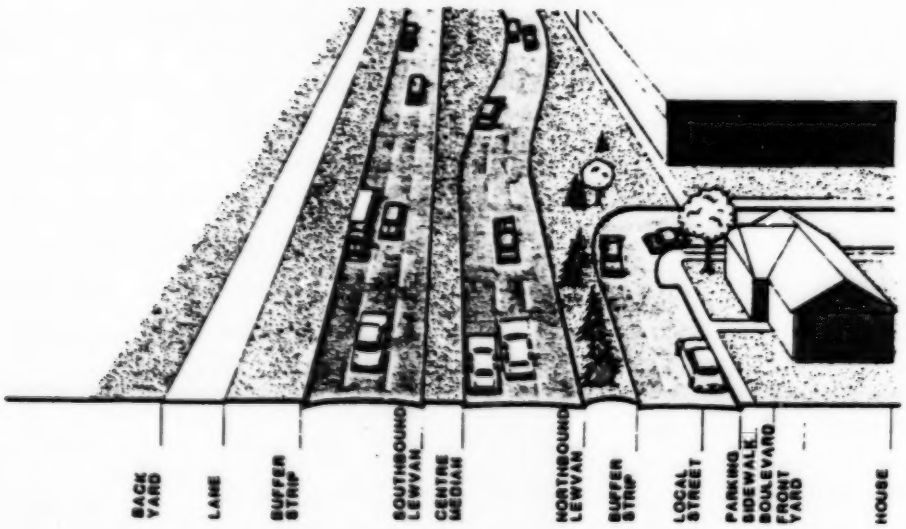


FIGURE 2
LOCAL STREET OPTION



and the subsequent concern of Council regarding the potential impact of this development on the surrounding residential land uses. In view of the fact that the proposed confectionery store would require a spot rezoning, the application was denied, but the applicant was informed that he may apply again after the study is completed.

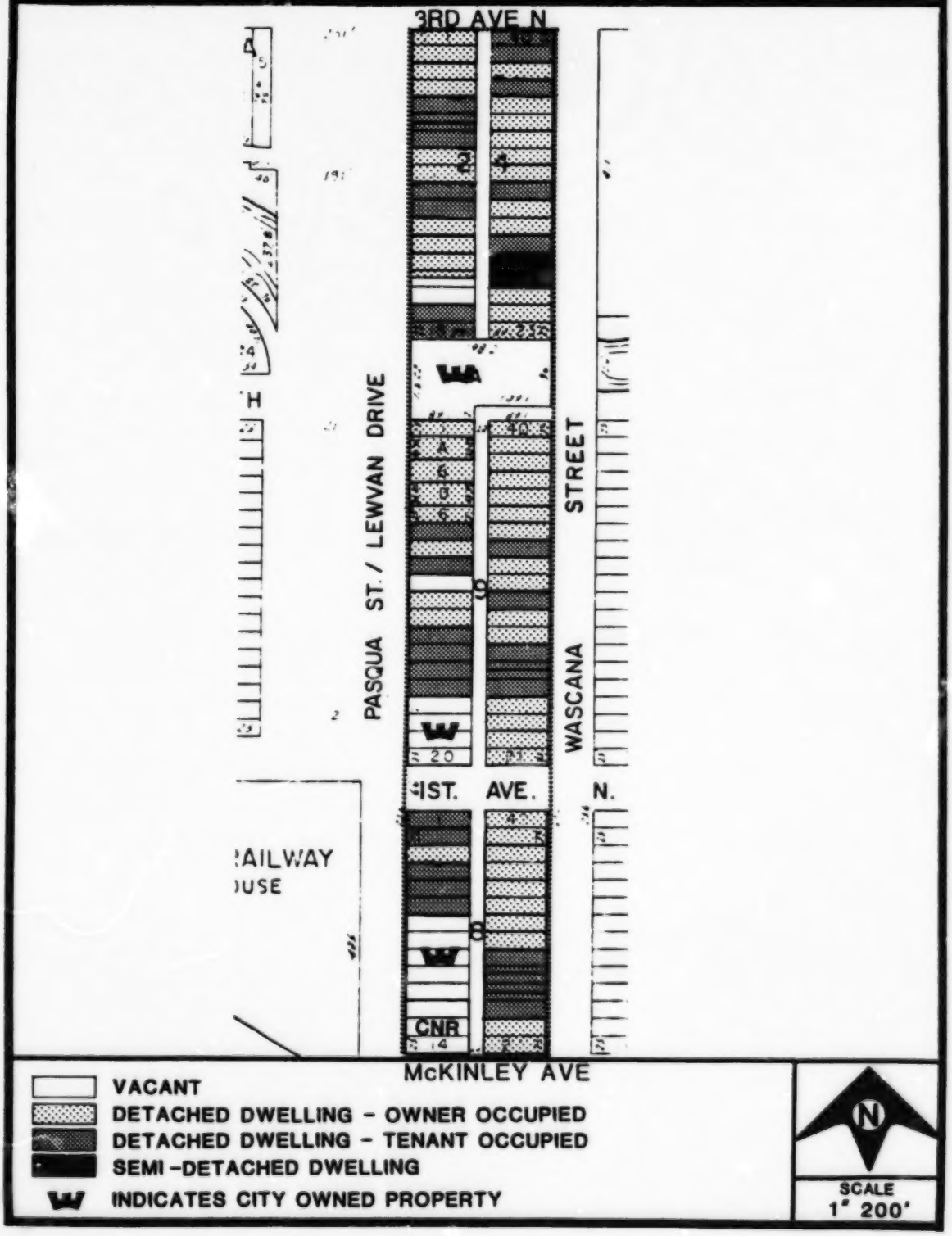
In undertaking the study, the scope has been widened to consider other non-zoning options. These include both the currently proposed design for Lewvan Drive as well as possible "local street" design options and scenarios involving the acquisition of land for public purposes. There has been considerable consultation with existing property owners through:

a) telephone comments received in response to a letter to all affected property owners requesting input; and

b) a public meeting held with area residents as described in Section 3.4 of this report.

The following report presents the findings of the study.

MAP 3 STUDY AREA - LAND USE



2.0 DEVELOPMENT CHARACTERISTICS

2.1 Land Use:

The study area is located in the primarily residential northwest quadrant of the City. Low density housing (detached and semi-detached dwellings) is the predominant land use in this quadrant, as shown on Map 2. The quadrant is dotted with schools, parks and local shopping facilities, all of which relate to the residential nature of this area. The few non-residential related uses include the large blocks of land to the south used by the RCMP and the Regina Exhibition Association, the major arterial commercial strip which extends along Albert Street and finally, the CNR rail yards which are located immediately to the southwest of the study area. The CNR yards are expected to be redeveloped for residential use in the near to mid-term future (5-10 years).

The major employment areas in the city are located outside this quadrant, to the southeast (the downtown) and to the east (Ross Industrial Park) as shown on the insert of Map 1.

The study area is on the periphery of a neighbourhood which can be considered to extend from Pasqua Street to Elphinstone Street and from the CNR line north to approximately the north storm channel. Within this neighbourhood is a public school, a large park area, a neighbourhood recreation centre, a local shopping centre, several smaller local parks and a large multi-family housing development in addition to predominantly single-family housing which characterizes the area.

The study area itself has been developed with a mix of detached and semi-detached dwellings as shown on Map 3. The houses have been developed on lots generally ranging from 7.62m (25 feet) to 15.24m (50 feet) in width. The depth of all lots in the study area is 27.1m (89 feet), which is considerably shorter than the more typical 125 feet found in most older subdivisions. Most of the houses are small and, with a few exceptions, appear to be in good or fair condition.

MAP 4 TRAFFIC VOLUMES

NOTES:

- TRAFIC COUNTS ARE BASED ON A 24 HOURS MECHANICAL COUNT
- LATEST REVISION, 1984
- SOURCE: PUBLIC WORKS AND ENGINEERING DEPARTMENT

N

SCALE
1"=2000'

There are six vacant parcels in the study area, four of which are relatively large properties held by the City and the CNR, while the other two are small, privately owned lots.

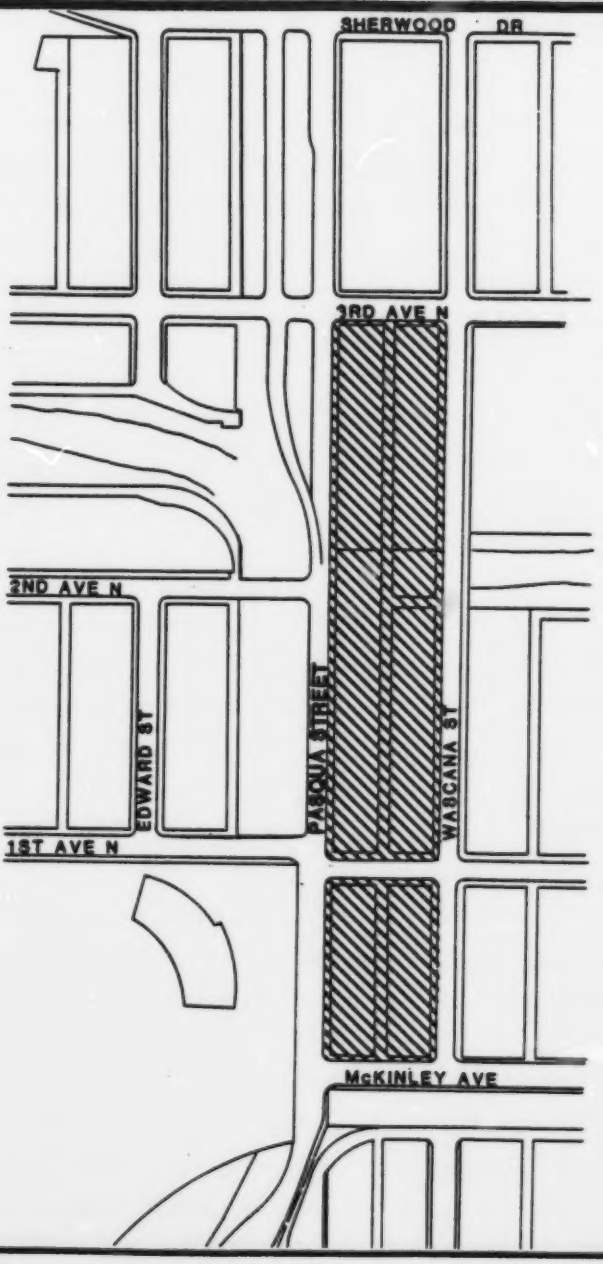
Approximately 58% of the houses in the study area are owner occupied while the remaining 42% are tenant occupied. On the Pasqua Street side, the proportion of tenant occupied housing is approximately 56% This can be compared to an overall city wide average of 35.7% tenant occupied housing. The rental housing is owned by a variety of individuals and there does not appear to be any significant assembly of properties for redevelopment, with the possible exception of several adjacent lots on the 300 block of Pasqua Street for which an application to develop a confectionery store has recently been made.

2.2 Traffic and Parking:

The study area is adjacent to Pasqua Street which, in this area, forms a continuation of Lewvan Drive. It is the intention of the City that once the land for road widening can be obtained from the CNR yards, Pasqua Street will be widened to a six lane, divided limited access roadway consistent with the design of the Lewvan further to the south. At present, Pasqua Street is a four lane, undivided roadway between McKinley Avenue and Second Avenue North.

Lewvan Drive/Pasqua Street is one of the few major thoroughfares in Regina, and the only north-south through route west of Albert Street. As such, the road plays a major role in accommodating commuter traffic from the entire northwest portion of the city. This is borne out by traffic counts which show a 1984 daily volume of 19,000 vehicles (see Map 4). These volumes are comparable to Ninth Avenue North west of Pasqua Street (16,750-21,000 vehicles), Albert Street south of Parliament Avenue (10,000-20,000 vehicles) the Highway No. 1 Bypass (16,000-22,500 vehicles) and Wascana Parkway (11,750-22,200 vehicles). It is substantially higher than Lewvan Drive south of Victoria Avenue (5,000-16,000) or McCarthy Boulevard (9,500-16,500) but much lower than Albert Street or Broad Street in the downtown core area (36,000-46,500 and 27,800-29,500 respectively).

MAP 5 EXISTING PASQUA STREET ALIGNMENT



STUDY AREA

N

SCALE
1" 2000'

There are several factors which tend to magnify the impact of this traffic on the abutting properties.

a) The existing roadway between McKinley Avenue and Second Avenue North is comprised of four lanes without a median. This tends to constrict traffic as the road to the north and south of the area contains six lanes with a median.

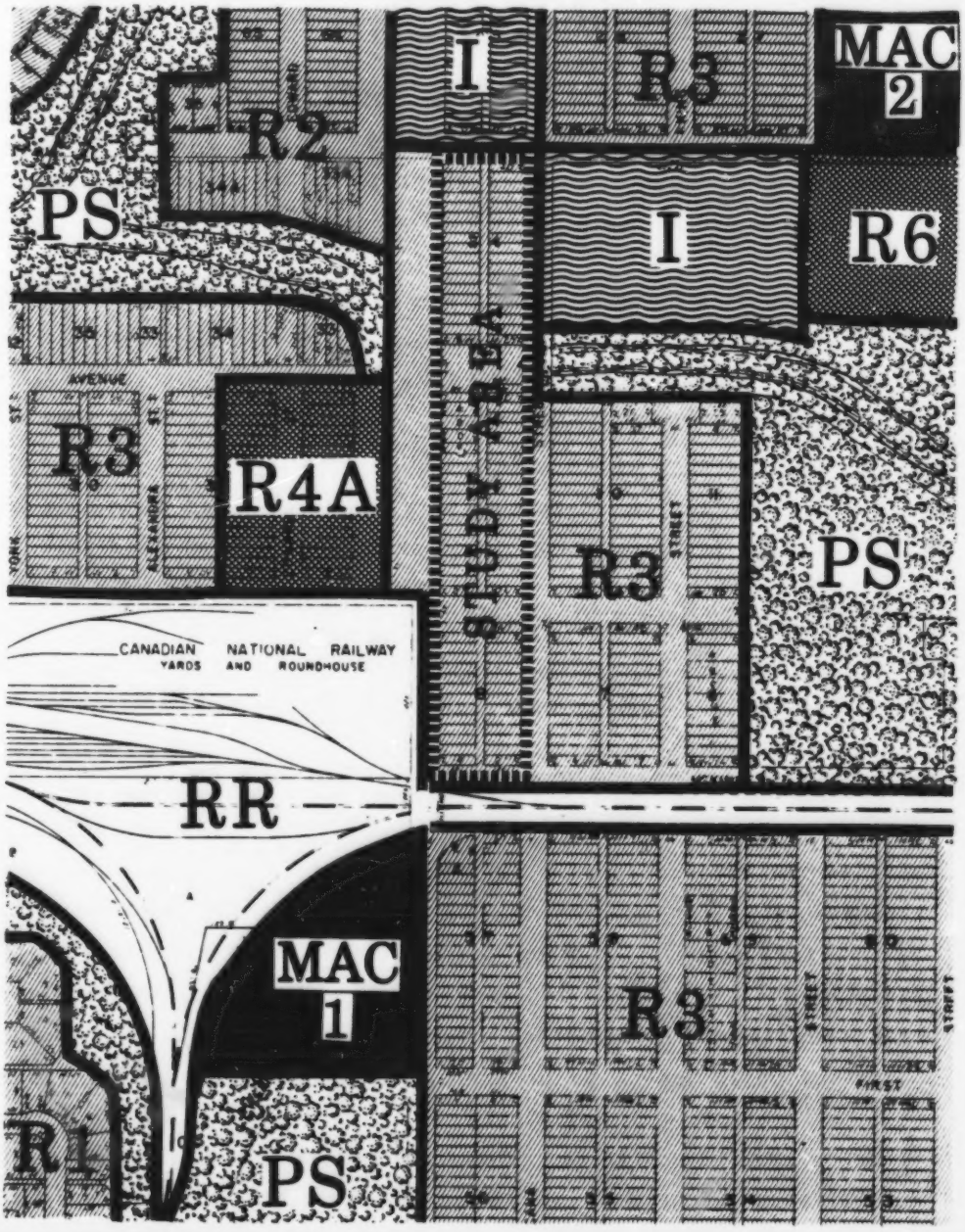
b) Abutting properties are detached dwellings with minimum front yard setbacks, and the city boulevards are narrow 1.5m (5 feet). Consequently, the houses are located close to the high traffic volume roadway.

c) There is no on-street parking (except as noted below) and therefore, the travel lanes are adjacent to the sidewalk.

d) The free-flow conditions to the south of the study area tend to encourage northbound traffic to enter this restricted roadway area at speeds in excess of 50 k.p.h..

Parking is generally accommodated on-site with access from the rear lane. There are six houses which appear to have front driveway access onto Pasqua Street (in some locations the curb is in poor condition or non-existent, and vehicles may be parking in the front yards without having a crossing). Parking is restricted on Pasqua Street with the exception of the portion adjacent to the 300 block. It is anticipated that when Lewvan construction is completed, on-street parking will be permitted until such time as traffic volumes warrant removing same. It will be preferable to eliminate front driveway crossings in order to minimize traffic conflicts. This is especially important if residential densities are increased or commercial use is permitted on the site. Turning movements onto driveway crossings have the potential of significantly disrupting the free flow traffic conditions which the development of Lewvan Drive is intended to achieve.

MAP 6 CURRENT ZONING



R1	RESIDENTIAL SUBURBAN DETACHED	MAC1 MAC2	MAJOR ARTERIAL COMMERCIAL	N
R2	RESIDENTIAL SUBURBAN SEMI-DETACHED			
R3	RESIDENTIAL OLDER NEIGBOURHOOD	PS	PUBLIC SERVICE	
R4A	RESIDENTIAL OLDER NEIGBOURHOOD	RR	RAILWAY	
R6	RESIDENTIAL SUBURBAN MULTIPLE	I	INSTITUTIONAL	SCALE 1"=400'

2.3 Zoning:

The study area is currently zoned R3-Residential Older Neighbourhood. This zone permits detached, semi-detached and duplex dwellings, as well as a range of related uses such as parks, boarding care homes, group homes and home occupations. Development in this zone is subject to the regulations contained in the Zoning Bylaw (#7878) such as minimum front yard setback (6.0m), side yard setback (1.2m), maximum site coverage (50%), minimum parking (1 space/dwelling unit) and maximum height (11m).

In addition to the permitted uses, there are a range of uses which may be permitted in the zone only at Council's discretion. These "discretionary uses" include adult care homes, churches, day care centres and nursery schools. All are subject to the same regulations as the permitted uses, and some require additional compliance to special regulations, which are also specified in the Zoning Bylaw.

The study area was annexed to the City in 1951. Most of the houses in the area were built immediately prior to this time, and were not subject to any zoning restrictions at the time they were built. However, the houses appear to be in conformity with the current zoning regulations (e.g. sufficient front yard and side yard setbacks). When the area was annexed in 1951 it was zoned RE-Residential Multiple, a zone which permitted a range of residential uses, including apartments, but no commercial uses. The study area was rezoned to its current R3 designation in 1978 with the introduction of a subsequent zoning bylaw (No. 6170).

3.0 ISSUES

There are a number of issues relating to the future of this area which have been identified by various participants in the study process. The initial request by Council to examine the feasibility of commercial zoning has generated a number of issues including the demand for commercial zoning, the impact commercial development would have on the neighbourhood and the relationship to other existing policies and programmes (including Rail Relocation). The community has raised concerns regarding the impact of the Lewvan Drive and its design. These issues will be discussed in the following sections.

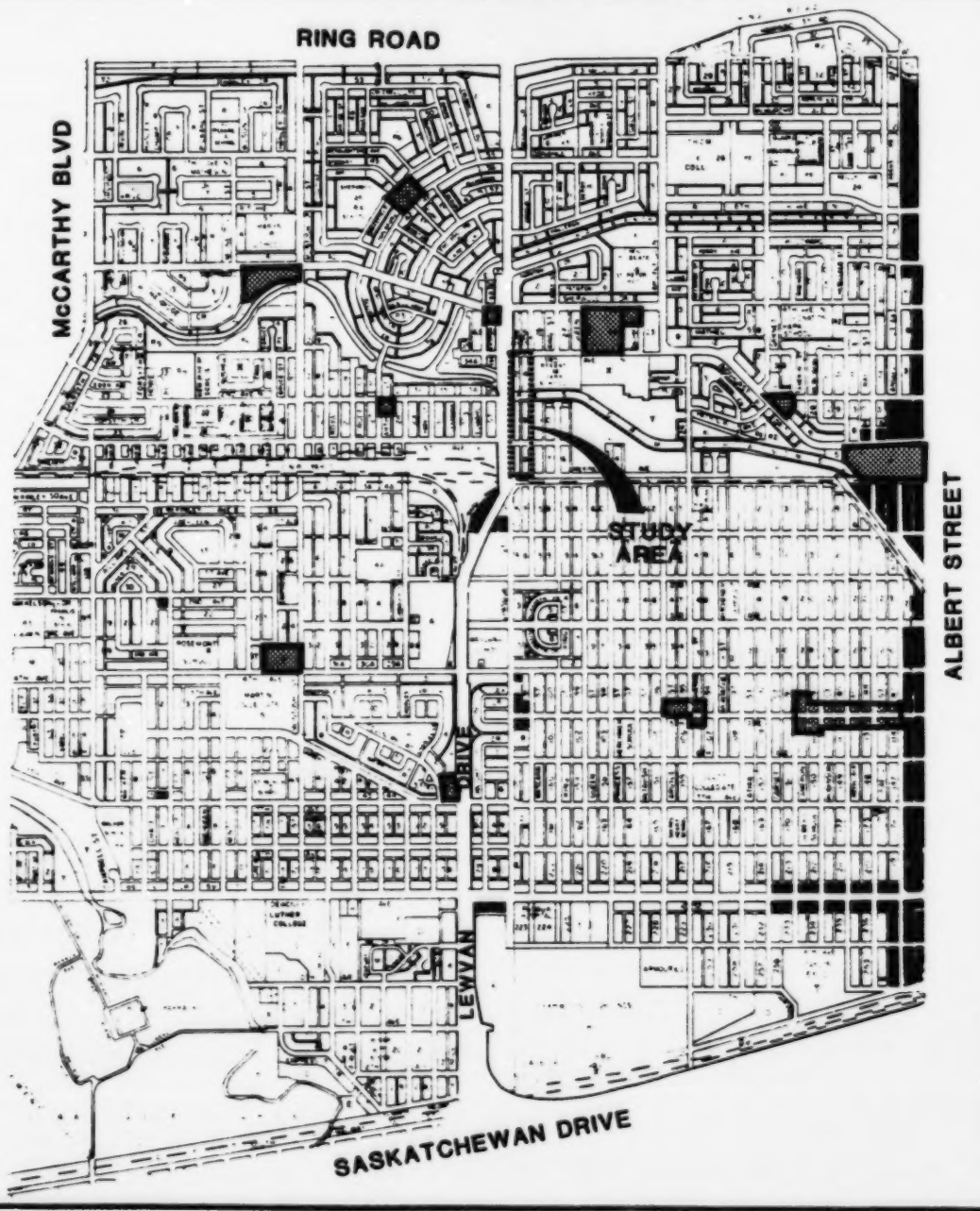
3.1 Neighbourhood Impact:

The study area is part of a neighbourhood which has existed since the immediate post war period and has matured over the past thirty years. It is a generally stable area comprised primarily of owner occupied single-family homes, although there are several important nodes of higher density multi-family development. The area is well served with parks, schools, shopping and recreational facilities.

The study area and the general neighbourhood are being affected by through destined traffic on Pasqua Street. The issue of this impact is discussed in more detail in Section 3.3. It has been suggested that commercial zoning be applied to the study area so that it may act somewhat as a buffer separating the residential neighbourhood from the adverse impact of this traffic. Commercial development would itself have an impact on the neighbourhood, which should be considered. Commercial zoning is expected to have the following impact on the neighbourhood:

a) The corner sites would likely be attractive for a variety of commercial uses such as gas stations, convenience stores, restaurants or car washes. Mid-block sites would be much less attractive since, in order to minimize traffic conflicts,

MAP 7 COMMERCIAL DEVELOPMENT IN VICINITY



LOCAL SHOPPING FACILITIES

MIXED SHOPPING, OTHER COMMERCIAL

N

SCALE
1"=2000'

it would be necessary to restrict access directly onto Lewvan Drive. Consequently, many of the existing houses would be zoned commercial but would remain residential in use, and therefore be legally non-conforming.

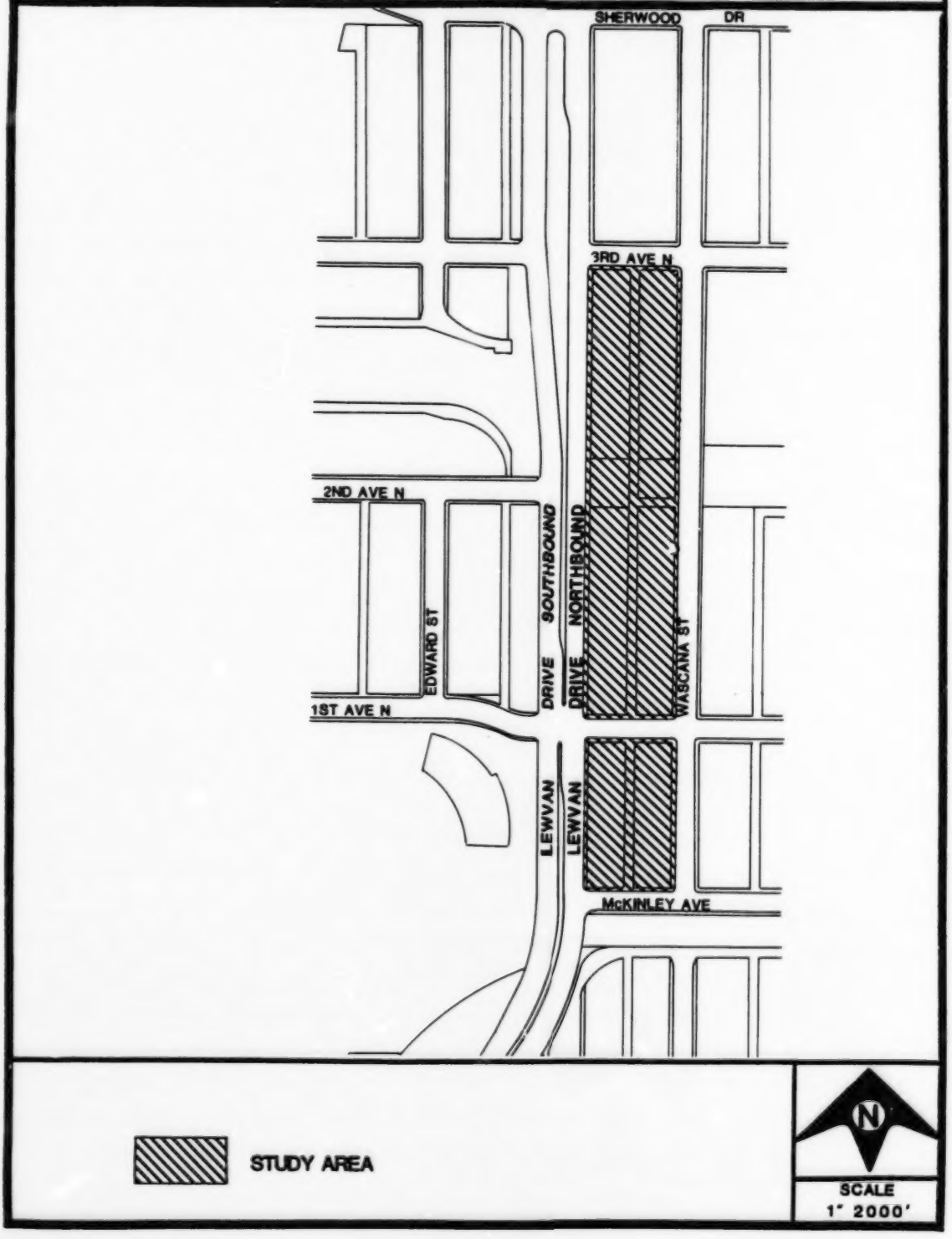
b) Land assessment for Major Arterial Commercial (MAC) zoned property would increase from the current $50 per front foot to a minimum of $325 per front foot and Local Commercial (LC) zoned property would be assessed at approximately $250-$300 per front foot. However, many of the properties can be expected to remain residential indefinitely (as noted in a) above) and until such time as the properties are used commercially (or are vacant) they would be subject to the current residential assessment rates.

c) New commercial development could be incompatible with the ongoing residential use of adjacent properties in several respects. Zero setback restrictions could diminish privacy and visual integrity of yards. Noise and litter could disturb residential enjoyment. Traffic would likely be increased. The last point is especially critical since increased traffic could adversely affect properties on both Pasqua and Wascana Streets.

3.2 Demand for Commercial Development:

Map 7 shows the location of existing commercial development in the vicinity of the study area. The neighbourhood is well served with local shopping opportunities. Within walking distance are the Regent Park Shopping Centre at Third Avenue North and Queen Street and the Stop 'N Go confectionery at Edward Street and Sherwood Drive. Within one mile are a number of similar shopping opportunities plus higher order shopping at the Avon Shopping Centre. Additional shopping opportunities do not appear to be needed to serve the local residents. This perception is shared by residents of the study area who have expressed their views to the Planning Department during the course of the study (see Section 3.4).

MAP 8 PROPOSED LEWVAN DESIGN



Based on the Retail Market Study information, commercial development in this area would add to a currently overbuilt market for retail space in the City. Over the past year, small strip malls and other retail developments of a type which may be attracted to this location accounted for approximately 4650m[2] (50,000 square feet) out of the approximately 6500m[1] (70,000 square feet) of new retail space which was developed in the City. The MAC Study has recently recommended increasing the amount of MAC zoned property on Albert Street North, which was seen as being a more appropriate location for commercial development. It can be concluded that in view of the continuing oversupply of retail space and the existing stock of land available for commercial development there appears to be no need for more commercial land in this area to serve a wider market.

3.3. Lewvan Development:

The major issue which initiated this study is the adverse impact which the traffic on Pasqua Street has had on the abutting properties. This issue inspired the notion of rezoning the abutting properties to commercial, which itself has led to further issues relating to neighbourhood impact and the need for commercial development as discussed above in Sections 3.1 and 3.2.

Lewvan Drive will be completed through this area once the required right-of-way can be obtained from the CNR yards. This is expected to occur once rail relocation commences. The current proposal for Lewvan development in this area is shown on Map 8. There are a number of issues regarding this future development:

a) As has been noted earlier in this report (see Section 2.2) traffic on Pasqua Street abutting the study area is substantial and may increase further once the road upgrading is completed, due to the continued development of the Northwest Sector of the city. This traffic will have a profound adverse impact on the abutting residential properties, which are sited within 10m of the travel portion of the roadway.

b) In order to maintain free flow conditions, driveway crossings should not be permitted onto Lewvan Drive for any high traffic generating uses. This means that any commercial use would have access to Lewvan Drive only indirectly, from one of the side streets or from the rear lane. The issue of accessibility is therefore important in determining the feasibility of these sites for commercial use and the impact that traffic on the side streets and lanes would have on abutting residents. It is also related to the issue of traffic flow and safety for motorists on Lewvan Drive.

3.4 Community Interest

All assessed property owners in the area were advised of the study in a letter, and were asked to respond with any comments they wished to make. Based on the large response which was received, a public meeting was held at the Pasqua Recreation Centre. The purpose of the meeting was to obtain a record of the views being expressed. The following is a summary of the issues and concerns which were raised:

- There is an overabundance of commercial uses in the area, and no need or desire for more.

- The traffic on Pasqua Street has increased substantially and has diminished the attractiveness of the area and reduced property values.

- Commercial development would further diminish the attractiveness of the area as a place to live.

- There are many residents who want to live where they are and feel that they may be forced out or have to face increasing problems of noise, litter, and parking.

- Neighbouring properties are falling into disrepair because of the perceived bleak future for this area.

- Front street parking should be reinstated.

- Traffic in rear lanes presents a hazard to children and should not be increased.

- Some possible commercial uses such as service stations would be undesirable next door neighbours.

- The area is perceived as being a low priority of the City in terms of amenities.

- People in the area who have upgraded their houses feel that their investment would be eroded by introducing commercial development.

- The residential future of this area is uncertain.

- Providing some form of buffering from Lewvan Drive would be beneficial to the area and to through-destined Lewvan traffic.

Attending the meeting were approximately half of the property owners in the study area including about two-thirds of the owners of property on Pasqua Street. At the end of the meeting those present were polled on the type of zoning they preferred. There was unanimous support for the retention of low density residential zoning.

3.5 Other Existing Policies

There are a number of existing policies contained in the Regina Development Plan and policy recommendations such as the MAC-Major Arterial Commercial Zone Study and the CNR Rail Yard Redevelopment Plan (Urban Development Plan) which relate to the study area.

a) The Regina Development Plan (Part B-Policy Implementations and Guidelines) states the following with regard to areas not identified as either inner city or suburban growth areas, including the study area:

"These areas were not specifically mentioned in any of the development plan documents as they were viewed as being stable in terms of land use and not subject to the development pressures of the inner city neighbourhoods. However, insensitive commercial encroachment or higher density developments will be considered a contravention of the intent of the Municipal Development Plan". (p. 6).

b) The MAC-Major Arterial Commercial Zone Study has recommended that the MAC zone only be applied to certain streets, not including Lewvan Drive. Application of the MAC zone to this area would represent a departure from the recommendations of the Study, and would set a precedent for further MAC zonings on Lewvan Drive which would also depart from the recommendations of the study.

It should be noted that the existing MAC zoned properties on Lewvan Drive to the south of the study area (Eureka Club and Emperingham's) are recognized as existing MAC zoned properties, but the study would restrict any further expansion of the MAC zone on Lewvan Drive.

c) The Regina Development Plan provides location and site design guidelines for Neighbourhood Commercial (NC) developments. It specifies that NC development should locate on collector or minor arterial streets. Traffic problems occur where (among other things) access points may disrupt the continuous flow of traffic on the street and where medians generate U-turn traffic to gain access to the site. Neighbourhood Commercial developments in the study area would not likely be able to conform to the above noted guidelines.

d) The Railway Relocation Committee's Urban Development Plan for the redevelopment of the CNR yards calls for primarily residential reuse of the vacated rail yards, and recognizes Lewvan Drive as a limited access expressway. The Plan also states that "There is no additional retail facilities required beyond those provided by a neighbourhood convenience store and similar neighbourhood services". These are intended to be included in the rail yard site as part of the redevelopment scheme.

4.0 DEVELOPMENT OPTIONS

4.1 Zoning:

There are several possible zoning designations which can be considered for the study area:

a) R3-Residential Older Neighbourhood:

This is the zoning designation currently applicable to the study area. A range of single and two-family residential uses are permitted. Of concern is the long term viability of the area for these types of uses, given the impact of Lewvan Drive. If this concern can be addressed through the design of Lewvan Drive, the R3 zoning designation has several advantages. First, no non-conforming use situations would be created. Second, the zoning is consistent with that placed on surrounding properties. Therefore, it would not encourage redevelopment of a type incompatible with the adjacent properties which remain single-family residential. Finally, properties would be less subject to speculation and consequently, less likely to undergo deterioration than would be the case for commercial or high density residential zoning designations. In view of the above, maintenance of the R3 zoning designation is viewed as being a preferable option.

b) R4A-Residential Older Neighbourhood and R6-Residential Suburban Multiple:

These are higher density residential zones which allow, in addition to single and two-family dwellings, a range of multi-family developments, including apartment buildings. In view of the shallow depth of the lots, it is unlikely that these properties would be suitable for multi-family development. In addition, there are a number of drawbacks to applying these designations.

Traffic turning movements would be increased leading to greater conflict with through-destined traffic on Lewvan Drive. The problems of noise and traffic from Lewvan Drive would have an undesirable impact on the residential environment. Speculation on properties could lead to premature deterioration of existing housing stock.

A number of these concerns could be addressed in a scenario which combines multi-family zoning with a program of property acquisition. Large parcels would be assembled and consolidated with the north-south lane to provide 67.0m (198 foot) deep blocks which front onto Wascana Street and back onto Lewvan Drive. The rear of the properties could be developed with berms or fence acoustic to buffer noise from Lewvan Drive. Access would be provided from Wascana Street which would eliminate most Lewvan traffic conflicts. Of concern, however, is the high cost and dislocation resulting from the property acquisition and the adverse impact on the remaining low density residential properties in the neighbourhood, especially those immediately to the east across Wascana Street (see 4.3 b).

c) RM-Residential Mixed Use

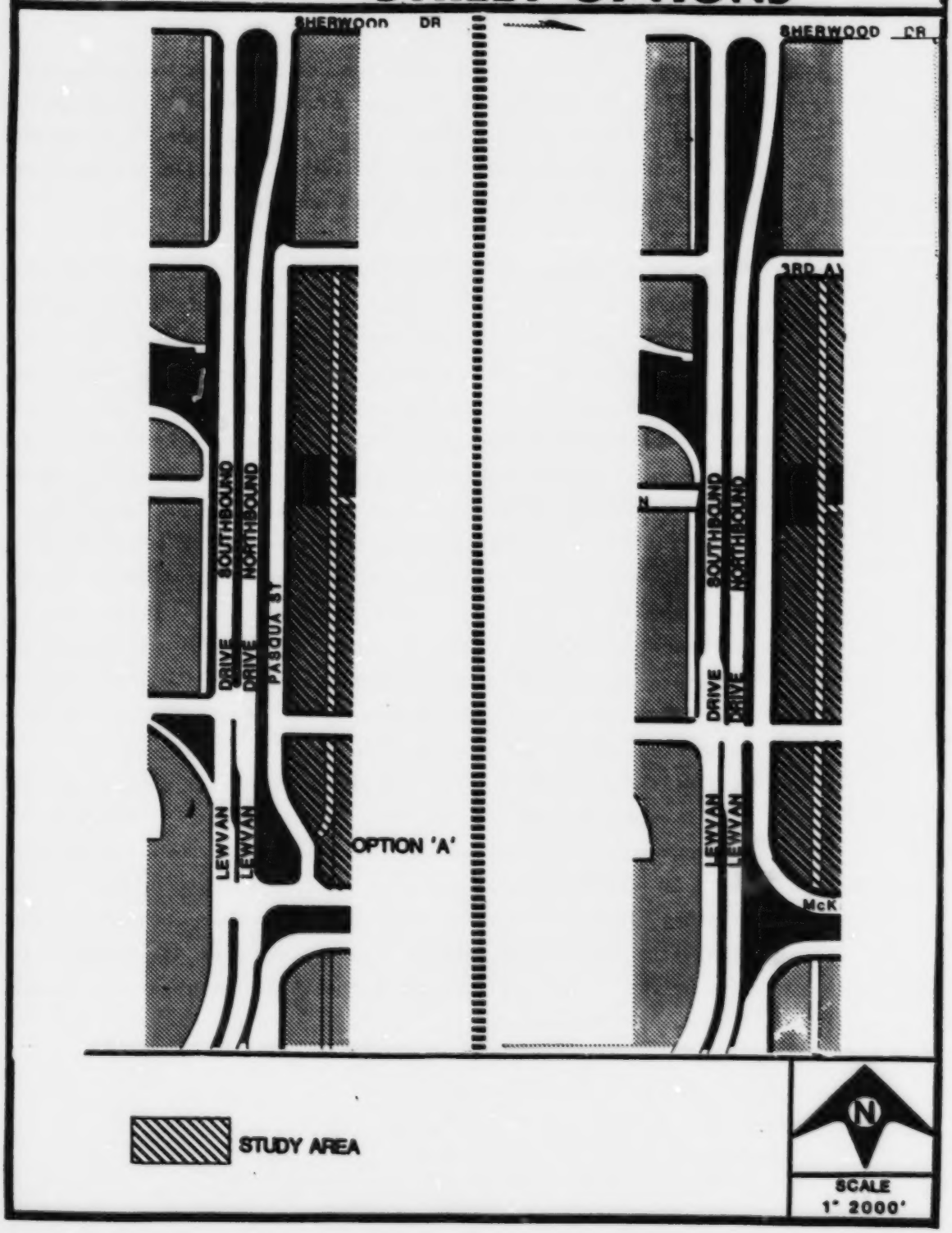
The RM zone permits a range of commercial uses to be developed in conjunction with medium density residential. This zoning leads to the same concerns as those discussed regarding the R4A or R6 zones (see b) above). Questions of traffic conflicts would be greater for this zoning designation than for the R4A or R6 zones. The proposal to consolidate parcels with frontage on Wascana Street is much less realistic for the RM zone due to the lack of convenient access for the commercial uses. Consequently, application of the RM zone is viewed as being an undesirable option.

d) MAC-Major Arterial Commercial or LC-Local Commercial:

These zones permit a range of commercial uses including stores, offices, banks, personal service establishments, restaurants, service stations and shopping centres. The MAC zone also allows hotels and motels, apartment buildings, vehicle sales, car washes, parking lots and home improvement centres.

There are a number of problems associated with applying either of these zones to the study area. First, driveway access to the sites from Lewvan Drive would have to be restricted in order to avoid substantial traffic conflicts. This could lead to significant volumes of traffic attempting to gain access to the properties from the rear lane. This increase in traffic on the lane would be detrimental to the abutting residents with properties fronting onto Wascana Street. Second, until such time as all the properties are redeveloped there would be many non-conforming situations created, and infill development would be incompatible with the remaining residences. Third, it is expected that there could be land speculation resulting in premature deterioration of housing stock. Finally, in view of the difficulties faced in developing the properties due to the restricted access and shallow lot depth, it is probable that many of the properties would not be desirable for commercial use and would remain residential or vacant indefinitely. Consequently, the residential viability of these properties would be eroded by the noise and traffic of Lewvan Drive, the abutting commercial development, speculation pressures, and the legally non-conforming status in which they would be placed. In view of the above, application of the LC or MAC zones are viewed as undesirable options.

LEWVAN DESIGN-LOCAL STREET OPTIONS



4.2 Road Configuration:

There are several possible road design options. Reconstruction of Lewvan Drive to a standard consistent with that lying to the south can be undertaken only once the CNR Yards are relocated and the additional property needed for road widening can be obtained. The alternative forms which reconstruction may take are discussed as follows:

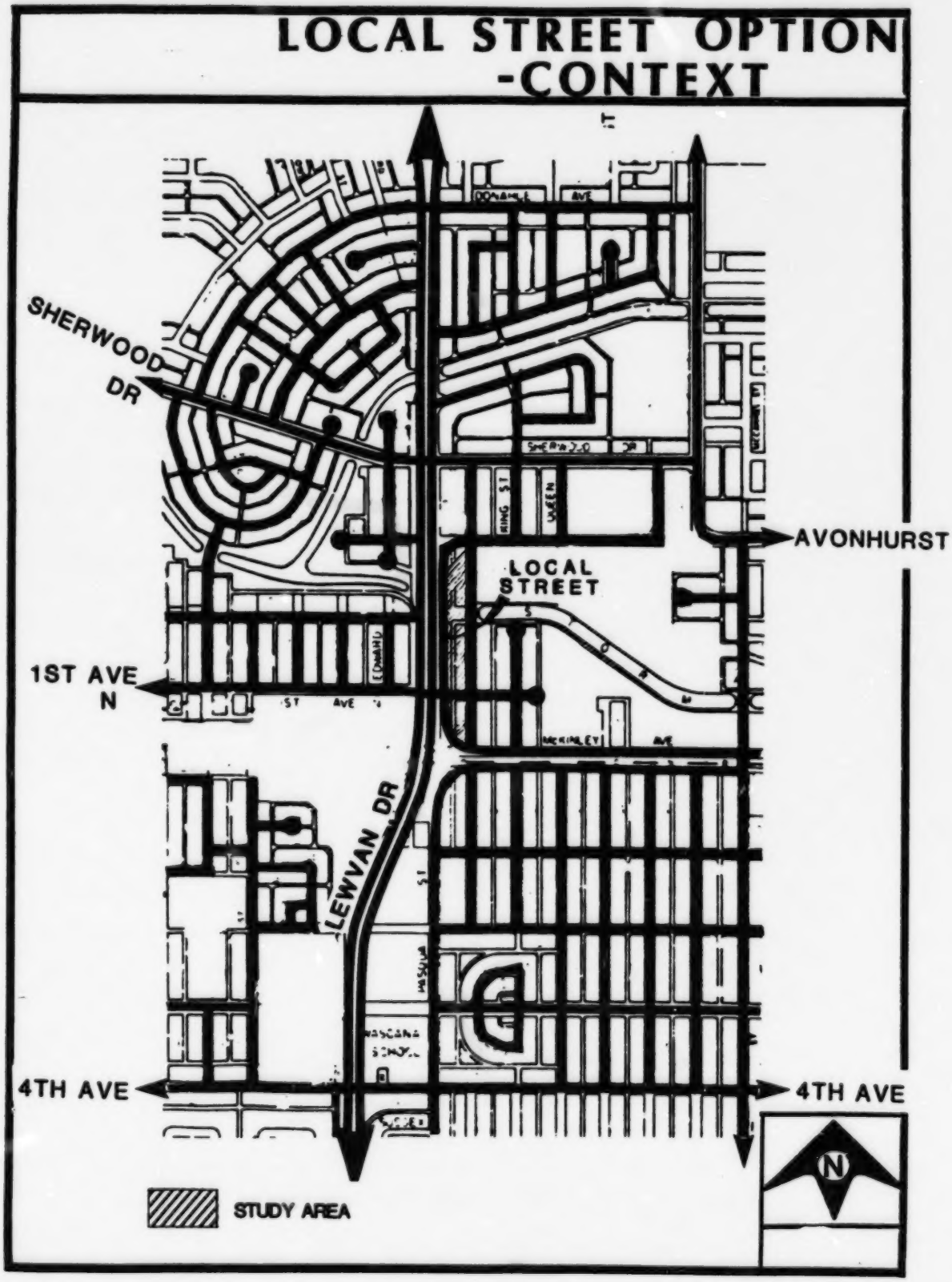
a) Pasqua Street Alignment:

The option currently being proposed by the Public Works and Engineering Department involves utilizing the existing Pasqua Street for the northbound lanes and constructing new southbound lanes in the right-of-way which has been created by acquiring the properties on the west side of Pasqua Street (see Map 8). Since the existing Pasqua Street will be used for northbound traffic, only the three new southbound lanes will need to be constructed. The cost of this construction may be in the range of $700,000. However, this option will not improve the adverse impact of traffic on the abutting properties in the study area. Existing curb lines will be retained. The front doors of houses will remain less than 10m from the roadway and the sidewalk will continue to be immediately abutting it.

b) Local Street Alternative:

One alternative which can be considered involves using Pasqua Street as a local service street and developing both north and southbound lanes of the Lewvan in the right-of-way reserved on the west side of Pasqua Street (see Maps 9 and 10). According to the Public Works and Engineering Department, this alternative will substantially increase the cost of Lewvan development in this area and may more than double the hard construction costs. There are, however, a number of offsetting factors. First, substantial expenditure has already been made on property

LOCAL STREET OPTION -CONTEXT



acquisition. The development would utilize this land investment. Second, the benefits to abutting residents would be significant in terms of noise reduction, visual enhancement, convenience for pedestrians, ability to provide curb parking, and generally being more integrated with the neighbourhood. Third, there would be substantial benefits to through traffic on Lewvan Drive since there would be no conflicting traffic movements at driveway crossings. This would improve the free-flow conditions and thus enhance the total investment which the City has made in developing Lewvan Drive.

The benefits to the residents will help stabilize the residential nature of the area and protect a tax base which will contribute approximiately $500,000 in tax revenues at 1984 rates in 1984 dollars over the next twenty years. It will become feasible to sell surplus City acquired land which may yield an additional $50,000. In addition, there is an assessment reduction of $10 per front foot which would be removed, yielding an additional $1,200 to $1,500 per year in tax revenues.

The Public Works and Engineering Department notes that the local street concept is feasible, since there is sufficient property available, but it is questionable whether the additional cost of approximately $800,000 to provide the local street is warranted. This is particularly true since a local street cannot be provided adjacent to other existing residential areas immediately adjacent to Lewvan Drive. Consequently, this option must be reviewed further before it can be recommended.

4.3 Property Acquisition:

Several scenarios involving property acquisition were examined.

a) Acquisition of Properties on Pasqua Street

In order to resolve traffic/land use conflicts, the City could acquire the properties abutting Pasqua Street on the east side through expropriation at fair market value. The cost of this acquisition would be approximately 0.7 to 1.0 million dollars in 1984. The properties would then be landscaped and used to buffer the neighbourhood to the east from Lewvan Drive. In addition to the acquisition and development costs to remove the houses and landscape the properties, the City would lose the tax revenues now generated by the properties. In view of the high cost involved, this option is not considered desirable.

b) Acquisition of Properties in Study Area

Properties on both Pasqua Street and Wascana Street could be acquired by expropriation at fair market value, consolidated with the north-south lane and resold for higher density development in larger parcels which front onto Wascana Street and back onto Pasqua Street. The cost of acquiring these properties would be approximately 2.0 to 2.5 million dollars in 1984, and could generate a resale revenue of approximately 0.7 million dollars when sold for multi-family redevelopment. In view of the net cost of 1.3 million to 1.8 million dollars, it is felt that this is not a cost effective solution.

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions:

a) The study area is part of a low density post-war residential neighbourhood. It has basically sound building stock but appears to be declining due to lack of interest in maintenance in view of the uncertain future resulting from the impact of high traffic volumes on Pasqua Street.

b) The future development of Lewvan Drive (as proposed) adjacent to the study area will not improve the impact which is being experienced.

c) Future development of the Lewvan will not occur until rail relocation commences, which may be within five to ten years.

d) There is no demand for more commercial land in this area.

e) Commercial use of the sites on Pasqua Street may not be feasible due to the restrictions on direct access to Lewvan Drive.

f) The adverse impact of commercial zoning placed on the sites on Pasqua Street includes rendering existing residential properties legally non-conforming, and permitting scattered commercial developments (most likely at the corner sites with access from the side streets) which would be incompatible with abutting residential properties.

g) Commercial zoning would be contrary to the recommendations of the MAC Study, or the Regina Development Plan (for LC zoning).

h) The preferable zoning option is to retain the R3-Residential Older Neighbourhood designation for the study area.

i) The development of a local street which follows the present Pasqua Street alignment is suggested as a way of reducing the adverse impact of Lewvan traffic on abutting properties.

j) The additional cost of construction of the local street alternative would be in the range of $800,000, with some offsetting assessment benefits. More detailed evaluation of the costs and benefits should be undertaken before this alternative can be recommended.

k) No additional property should be acquired, and existing surplus property assembled by the City and the CNR in the study area should be sold for residential development once the land needed for future road development has been established.

5.2 Recommendations:

It is recommended that:

a) the existing R3-Residential Older Neighbourhood zoning designation continue to be applied to the study area; and,

b) the City continue with the plans to develop Lewvan Drive between McKinley Avenue and Second Avenue North with the existing Pasqua Street roadway being the northbound section of Lewvan Drive; and,

c) the Administration be instructed to examine the costs and design feasibility of developing Lewvan Drive to include a local service street which utilizes the portion of Pasqua Street adjacent to the study area as described in Section 4.2 b) of this report, and report back to Council for its consideration prior to the design of Lewvan Drive between McKinley Avenue and Second Avenue North being finalized.